

CAMPER & NICHOLSON LTD.  
SOUTHAMPTON.  
DRAWING OFFICE  
No. ....  
Date 8-3-21 *Woted*  
*W. G. W.*

554 Tons Y. M.

To class +100. A.1. at Lloyds.

### Structural Sections.

Scale  $\frac{1}{2}'' = 1 \text{ Foot.}$

Principal Dimensions.

Length over all.....	188'-10"
" bet. perps.....	170'-0"
Breadth extreme.....	24'-0"
Depth moulded.....	15'-5"
" B.O.T.....	14'-3 $\frac{3}{4}$ "
Draught. (Aft to designed W.L.)	11'-4"

Tonnages.

Gross.....  
 Nett.....  
 Thames..... 554.

### Proportions.

Breadth mld to Length b.p. = 6.33  
Depth " " " " = 11.02

Lloyds Numerals.

Depth ..... 15° 40'  
 $\frac{1}{2}$  Breadth mld ..... 13° 41'  
 $\frac{1}{2}$  Girth ..... 24° 25'  
 2 Bilge diagonal ..... 32° 14'  
 $\frac{86 \cdot 560}{100} = \text{Transverse } N^\circ$   
 Lloyds length at 150 ..... 144° 50'  
 $\frac{100}{86 \cdot 560} \times 144 \cdot 50 \times 1 \cdot 41 = 1^\circ 41'$   
 $21,063 \cdot 80 = \text{Longitude } N^\circ$

Equipment:-

Transverse N<sup>o</sup> x L = 86'50" x 144'50" = 15364'4"

Monkey Foot'sle = 2(20'46" x 4'25") = 239'36"

Deckhouse = (87'25"-25'00") x 7'25" = ~~446'52"~~

Charthouse = <sup>255'</sup>25'25" x 6'41" = 163'48"

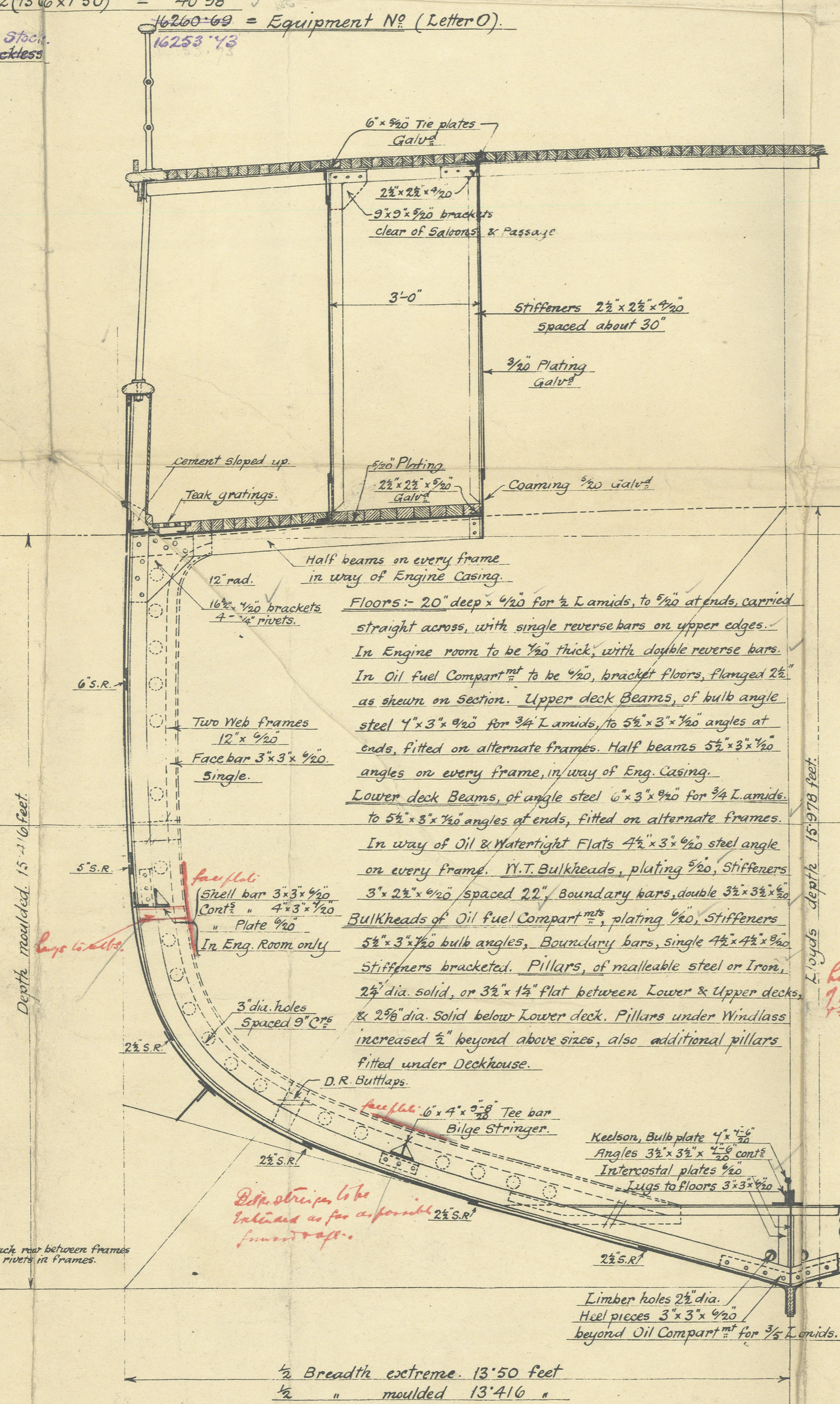
Poop = 2(13'46" x 1'50") = 40'98"

Loop.  $2(1506 \times 150) = 45090$  ✓  
 9 8 2 1 6260-69 = Equipment No. (Letter O).

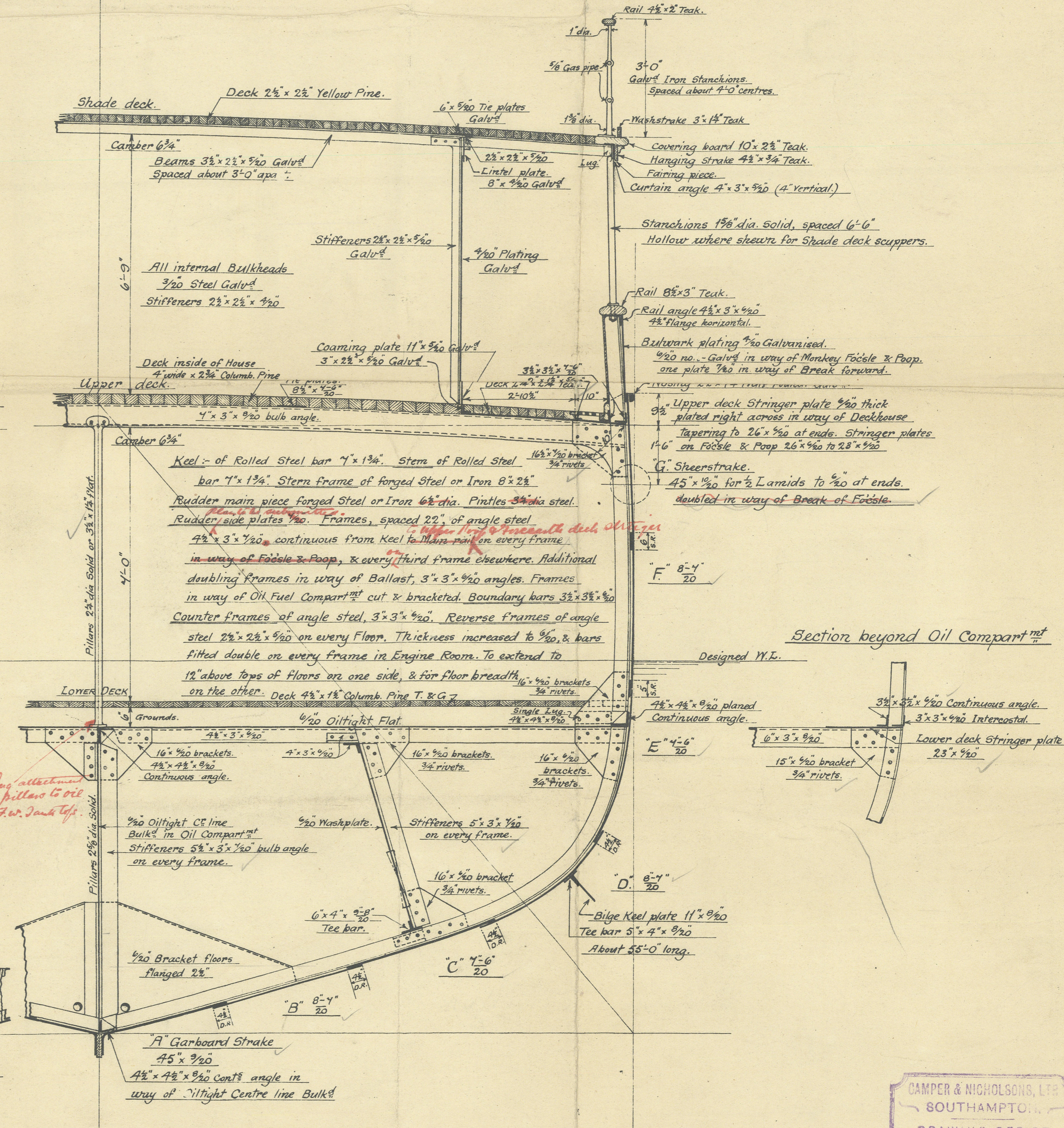
3 Bower anchors <sup>9 1/2</sup> 72 cuts, <sup>9</sup> 74 cuts, & <sup>8 1/2</sup> 70 1/2 cuts, <sup>ex stock</sup> stockless  
1 Stream " 3 cuts }  
1 Kedge " 1 1/2 cuts } ex stock  
180 fathoms 1 1/2 Stud link chain cable ✓  
60 " 1/2 " " stream chain ✓  
90 " 8" Hawser ✓  
90 " 5" Warp ✓

*SCHEME OF RIVETING:-*

Part of Structure.	Width of Connecting Piece.	Depth of Rib.	Pitch of Laces.	No. of Rows.	Remarks.
Stem, Sternpost & Keel to Shell.	—	1	5	5	D.R. 2g-zig.
Rudder, side plates to frame.	—	1	5	3½	S.R.
Frames to Rev. Frames, Keel bars & Floors.	—	¾	7	7½	—
" " Sheerstrake, & L. arms.	—	¾	7	5	—
" " remainder of Shell.	—	¾	7	5½	—
Bulkhead Stringers.	—	1	5	5	—
Frames where caulked (1 to rivet to keel to shell).	—	1	5	5	—
" " Laps & Butts.	—	2 Edges 12 1/2	1½	2½	S.R.
Keel-bar plate to angles & Intercoastal.	—	¾	7	6½	—
Intercoastal plate lugs to plate & floors.	—	¾	7	4½	—
Silge Keel plate to Tee bar.	—	¾	5	3½	—
" " " butts (double straps).	3½ x ¾	¾	3½	2½	D.R.
" " Tee bar to Shell.	—	¾	7	5½	1 floor in back frame.
Lower deck Stringer plate butt laps.	4½	¾	3½	2½	D.R.
" " " " to beams (W.T. Flat).	—	¾	7	4½	—
" " " " " elsewhere.	—	¾	7	5½	—
" " " angles to Stringer plate.	—	¾	7	7½	—
" " " " Shell.	—	¾	7	5½	—
Upper deck Stringer plate butts (in way of Deckhead).	8" x ¾	¾	3½	2½	D.R.
" " " " " (at ends).	8" x ¾	¾	3½	2½	D.R.
" " " angles to plate.	—	¾	4½	3½	—
" " " " " elsewhere.	—	¾	4½	2½	—
" " " plate to beams (in way of Deckhead).	—	¾	4	5½	—
" " " " " at ends.	—	¾	4	4½	—
Butts of Sheerstrake for L. & arms.	16½ x ¾	¾	3½	3½	T.R.
" " remainder of Shell, ¾" & over.	9½ x ¾	¾	3½	2½	D.R.
" " " ¾" (at ends).	8" x ¾	¾	3	2½	D.R.
Flush Shell Edge straps & L. omide (Sheerstrake).	6" x ¾	¾	4½	4	S.R.
" " " elsewhere.	5" x ¾	¾	4½	3½	S.R.
Shell landings throughout.	2½	¾	4½	3½	S.R.
Bulkhead plating (Butts).	4 x ¾	¾	4	2	S.R.
" " Lap to Sheerstrake.	2½	¾	4½	3½	S.R.
" " " Rail angle.	—	¾	4	4½	—
Upper deck Tie plates (Bulkheads).	5	¾	3½	2½	D.R.
Shade " " "	2½	¾	4	2	S.R.
Upper deck Beam knees throughout.	—	¾	—	—	4 rivets each side.
Lower " " "	—	¾	—	—	—
Deckhouse plating. Butts.	4 x ¾	¾	4½	2½	S.R.
" " " to Stiffeners.	—	¾	4	3½	—
" " " Deck bar to deck.	—	¾	4	2½	—
" " " " " horse.	—	¾	4	4½	—
" " " ¾" Buttlaps.	1½	¾	4½	1½	S.R.
Web frame plate Buttlaps.	4½	¾	3½	2½	D.R.
" " " " " Face bar & Frame.	—	¾	4	4½	Reeled.
Riveting in way of Oil Compartments.					
Frames to Garboard & Shell.	—	¾	6	4½	—
" " " Floors.	—	¾	6	3½	Reeled.
Garboard & Shell butts (single straps).	1½ x ¾	¾	3½	2½	T.R.
" " " landings.	4½	¾	3½	2½	D.R.
Bulkhead & Tank Top Buttlaps.	4½	¾	3½	2½	D.R.
" " " " " Edge laps.	3½	¾	3	2½	D.R.
Boundary Bars to Shell.	—	¾	4½	3½	D.R.
" " " " " Bulkheads.	—	¾	4½	3½	D.R.
" " " " " Tank Top.	—	¾	4½	3½	D.R.
Bulkhead stiffeners to Bulk & plating.	—	¾	6	3½	2½ = 2½ g.
Tank Top plating to beams.	—	¾	6	3½	—
Garboard to Keel.	—	¾	6	3½	—
One additional rivet per frame span.					



Section thro' Eng. Room.



Section thro' Oil Compart<sup>mt</sup>

CAMPER & NICHOLSON, LTD  
SOUTHAMPTON  
DRAWING OFFICE  
No. 101  
Date 2-3-21 *C.N.*

4. 3. 21

284  
25-2-21. C. J. W.

Southampton.  
Messrs. Camper & Nicholsons N<sup>o</sup> 307.

Twin Sc. Motor Yacht.  
Mr. de la Merion.

Motor Yacht "Sona"

South. Report. N<sup>o</sup> 11316.

W319-0169



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Lloyd's Register  
Foundation